## AHEAD OF CONGRESS

MANY ROADS HAVE GIVEN TRAVEL-ERS WHAT THEY DEMANDED.

Did Not Wait for the Interchangeable Mileage Bill to Be Passed-I., D. & W. Litigation,

The general passenger agent of one of the important systems of roads in the Central Traffic Association territory, in conversation with a reporter of the Journal, said: "I see by the Journal of Wednesday that the commercial travelers' bill for interchangeable mileage has been favorably received and will likely be passed at the next meeting of the Senate. The Commercial Travelers' Association have spent a great deal of money and time in pressing this bill. The passage of the bill will undoubtedly help them in some parts of the country, although in the more denselypopulated and busy parts of the community the demands of business are more likely to produce favorable methods for the free interchange of business than can be accomplished by legislation, as, for example, the recent announcement that, commencing with the 1st of January, the thousand-mile tickets of the Cincinnati, Hamilton & Dayton, which are sold for \$20, are accepted for passage over not only their connections but competing lines, and this mileage book gives a man the choice of a commercial territory covering over ten thousand miles of railroad. For instance, this ticket is honored from Cincinnati to St. Louis over the issuing road, in connection with the Vandalia, and also over the competing lines, the Big Four and the Ohio & Mississippi. It is also good between Louisville and Cincinnati, good between Chicago and Cincinnati over two roads, good between Chycland and Cincinnation. roads, good between Cleveland and Cincinnati over two roads, good between Columbus and Cincinnati, good between Cincinnati, Toledo and Detroit, so that so far as the central States are concerned the as the central States are concerned the field is practically covered by the liberal action of the Cincinnati, Hamilton & Dayton railroad in advance of the proposed legislation." This is but one of a dozen roads which has greatly extended the use of its mileage books, and the most pleasing feature is that where lines are the sharpest of competitors the mileage book is honored to such an extent.

Indianapolis, Decatur & Western Sale. An attorney familiar with the L. D. & W. Iltigation thinks there is no merit in the suit brought in Illinois attacking the validity of the recent sale by Peirce and Sands, trustees. It proceeds upon the theory that the court in Indiana had no jurisdiction to order the sale of that part of the road in Illinois, The question has already been decided by the United States Supreme Court, and there seems to be little doubt that Judge Bartholomew will be sustained in his orders of sale.

The United States Investor, in commenting on the opposition of the junior securities to the sale, says: "What this opposition will amount to cannot yet be deter-mined, but as the assent of two-thirds of the stockholders is necessary before the pur-chase can be ratified, there may yet de-velop sufficient hostility to defeat the sale. The directors of the Lake Erie & Western have called a special meeting of the stockholders for Feb. 5 to authorize the issue of its first mortgage bonds at the rate of \$10,000 per mile and of its second mortgage bonds at the rate of \$5,000 per mile upon the 152 miles of the Indianapolis, Decatur & Springfield railroad. At this meeting the whole matter of purchase will of course whole matter of purchase will, of course, be definitely decided upon. On the other hand, the stockholders of the Indianapolis, Decatur & Springfield are making arrangements to prevent the consummation of the agreement with the Lake Erie & Western.

Decision Against Judge Burke. At Cleveland, yesterday, Judge Pugh de cided the demurrer of Judge Burke and his associates to the petition of the New York Central Trust Company, which asks for a judgment of \$8,000,000 under the bonds of the Hocking Valley railway issued in 1881. He held that the demurrer was not well founded and therefore overruled it. Burke and his lawyers took sixty days in which to file an answer. With reference to the claim that M. M. Greene's estate could not be held the court said the claim was not worthy of extended consideration, and passed it off by holding that it was not a good claim. The question which the court leaves in doubt is, was the trust created by Burke and others of the executive committee of the Hocking Valley road an expressed trust or a constructive trust? expressed trust or a constructive trust? If it was an expressed trust it continues till the present time. If it was a constructive trust Burke and the other defendants are entitled to have the statute of limitations was in the favor the statute of limitations.

Callaway to Succeed Caldwell. Receiver S. R. Callaway, of the Clover Leaf, has returned to Toledo from the East where he has been to confer with the officials of the Vanderbilt lines. In conversation with a reporter, Mr. Callaway confirmed the report that he is to be made president of the Nickel Plate. He says the directors of the company will meet in New York next Tuesday, when the election will take place. Mr. Callaway will remove from Toledo to Cleveland, where he will make his headquarters. In this connection it is proper to state that good authority says C. C. Walte, president of the Columbus & Hocking Valley was first of conditions. & Hocking Valley, was first offered the po-sition and he declined, as he takes great pride in what he is accomplishing as presi-dent and general manager of the Columbus & Hocking Valley.

tions run in the favor.

Chairman Midgley, of the Western Freight Association, who is at the head of the pass agreement, has issued a circular to all lines calling attention to the fact that the agreement is being violated by several lines, The particular abuse to which Mr. Midgley calls attention is that some of the roads have put in applications for passes for land and immigrant agents, and that the passes are then given to merchants, brokers and other business men. The charge is made that some of the roads which have been guilty of this practice have asked for the passes with the deliberate intention of putting them to a use contrary to the provisting them to a use contrary to the provis-ions of the agreement.

Request of Southern Lines Refused. At a meeting of the freight committee of the Central Traffic Association, at Chicago yesterday, it was decided that the request of the Southern lines for the use of the Southern railway and steamship classification on traffic from points north of the Ohio river could not be granted. This was strongly urged by the Southern lines, but the Central Traffic roads, after a long discussion, were practically unanimous in deciling to accept the classification of the Southern lines. The data for the taking Southern lines. The date for the taking effect of the new scale basis of class rates from points in Central Traffic Association territory was extended to April 1.

Monon Entitled to the Broom. A dispatch from Louisville says: The fastest continuous run ever made in this section was that made by the Monon special from Chicago to-day. The train covered from Chicago to-day. The train covered the distance of 323 miles in seven hours and fifty minutes in a blinding snowstorm. The actual running time was fifty-five miles per hour for the entire route, deducting the stops for water, coal, etc. The "Passing Show" Company, which opened here to-night, was enabled to breakfast in Chicago and dine in Louisville, the train arriving here at 1:20 o'clock. The train was under the supervision of General Superintendent George K. Lowell and Superintendent L. H. Parker.

No Agreement in Sight. The Western lines were in sesion with the Union Pacific nearly all yesterday, at Chicago, and when the meeting adjourned for the day there was no prospect of an

## Mercurial Poison

Is the result of the usual treatment of blood disorders. The system is filled with Mercury and Potash remedies—more to be dreaded than the disease—and in a short while is in a far worse condition than before. The most common result is Rheumatism for which S. S. S. Is the most reliable cure. A relief where all else has failed.

I system from a severe attack of Mercurist Rheumatism, my arms and legs being swollen to more than twice their natural size, causing the most exeruciating pains. I spent hundreds of dollars without relief, but after taking a few bottles of Improved rapidly, and am now a well man, completely cured. I can heartly recommend your wonderful medicine to anyone a micred with this painful disease.

W. F. DALEY, Bryoklyn Elevated R. R. Our Treatise on Blood and Skin Diseases mailed Free to any address.

SWIFT SPECIFIC CO., Atlanta, Ga.

agreement. The boycott against the Union Pacific was under consideration, and the old fight between the Atchison and the Southern Pacific on California business was also taken up. The meeting will continue to-day. Notwithstanding the declaration of the Union Pacific that it would attend no more meetings until the boycott against it had been removed, it was represented at the meeting yesterday by General Passenger Agent Lomax.

Car-Service Rules Attacked. The car-service committee of the Cincinnati Freight Bureau has reported to the executive committee of that body on the legal status of car-service rules as now enforced. The result of the committee's investigation was that any attempt by car-riers to interfere with the ownership of freight for enforcing payment of car-service was perilous and without sanction of law. Also, that receivers, in acquiescing therein, run the risk of establishing a custom pre-judicial to themselves.

Personal, Local and General Notes. With S. R. Callaway taking the presidency of the Nickel-plate road, several official changes are likely to follow. It is stated that the rallways have, in the last four months, realized \$25,000,000 for the transportation of this year's cotton crop. The Haskell & Barker car works, at Michigan City, shut down on Tuesday night with the expectation of resuming operations in a few days. In 1894, Western roads brought into Chicago 54,264,000 bushels less of grain, and Eastern roads took out of Chicago 10,360,-000 bushels less of grain than in 1893.

The Columbus & Hocking Valley has established a mutual benefit association, which is starting off under very favorable auspices. Seventy per cent. of the employes are already members of the organization. John F. Miller, general superintendent of the Southwestern system of the Pennsylvania lines, asked for thirty new engines this year and has been informed that he would get twenty, mostly freight engines. In hauling the special train of Ohio ex-cursionists which arrived at Pensacola Wednesday night, the Louisville & Nashvil'e road beats its best record, the average run from Louisville being fifty-eight miles per

Freight Conductors Burgess, Urbahns and Gregg, on the western division of the Nickel-plate, have; since New Years, been promoted to conductors of passenger trains, running between Chicago and Fort Wayne.

The Lake Erie & Western surprises even the management by beginning the year with increased earnings, the road the first week in January earning \$57,570.05, an increase over the corresponding week of 1894 of \$2,391.42. Wm. Green vice president and general manager of the Cincinnati, Hamilton & Dayton, and G. C. Waldo, general superintendent, returned from the Chicago meeting yesterday and Mr. Waldo stopped over at Indianapolis for the day. The statement of the Louisville & Nash-

ville Raliroad Company for the six months ending Dec. 27, is: Gross earnings, \$10,196,-475, an increase of \$429,552; net earnings, \$4,101,251, an increase of \$225,774; surplus, \$408,433, a decrease of \$707,247. The Ohio Falls car works have secured a contract to build five hundred cars for a Southern road, and the Pennsylvania Company is so well pleased with the cars these works have been building for them that they will probably have five hundred more built.

The Railroad Commission of Illinois has given the Chicago, Paducah & Memphis permission to cross the Louisville, Evansville & St. Louis, at grade, at Mount Vernon, on condition that the two roads will place an interlocking device there and properly maintain it properly maintain it.

from Omaha east, were advanced on Tues day. The minimum weight in cars is raised from 20,000 to 24,000 pounds, and freight, although but 15,000 pounds, must be billed at 24,000 pounds, which means an advance of \$7.50 per carload, Omaha to Chicago. The Pennsylvania motive power depart-ment has under consideration the building of larger freight engines for service on the Pennsylvania road proper, where the track, bridges, etc., will bear an engine of any weight likely to be built. The largest engine the company now builds is class "R," the engine itself weighing 140,000 pounds. C. Parker, traffic manager of the H. C. Parker, traffic manager of the Lake Erie & Western, returned from Chicago yesterday. He expresses the opinion that the east-bound lines out of Chicago are practically adhering to tariff rates, possibly where some one line is behind in its per centage, a little shading of rates is being permitted to even up their per centages.

Col. Samuel Moody, who recently returned to the service of the Pennsylvania lines, is making a Western trip, stirring up the representatives of the lines. The Penn-sylvania management now realizes that to get its share of business its representa-tives must be on the alert. The Pennsylvania now has competition such as it never had before, both as to time and char-

acter of equipment. F. H. Short, treasurer of the Cincinnati, Hamilton & Dayton, and E. F. Osborn, secretary of the Big Four, met in Dayton, on Wednesday, having the proxies to elect directors of the Dayton & Union for the ensuing year, which resulted in the elec-tion of M. D. Woodford, H. F. Shoemaker, Eugene Zimmerman, W. M. Green, W. D. Layng, J. L. Dye, E. W. Osborn, T. G. Merry and C. W. Fairbanks.

On Wednesday the Pan-handle company compromised two \$10,000 suits for damages. One was the case of Edward Coppock, one was the case of Edward Coppock, an ex-brakeman, who was struck on the head at Hartford City by a water spout, receiving injuries for which he wanted \$19,000; he compromised at \$200. The other case was that of the widow of brakeman W. H. Garst, who died last June from injuries received in a wreck. This case was compromised at \$2,500.

A prominent Pennsylvania official says that John G. Williams, vice president and general manager of the Vandalia line, is highly thought of by the highest officials of the Pennsylvania, and not a remark has been made in his presence which would indicate that he will not be continued in his present postion. President Roberts, in speaking of him, said: "He is an able man, well up in legal matters; is very firm when sure he is right and talks but little." An express train on the Baltimore & Ohio Southwestern was running about lifty miles an hour on Wednesday when engi-neer Muster noticed a large wild turkey feeding on the track. When it rose to fly it was struck by the engine, stunned and dropped on the cross beam in front of the engine, and before it could rally fireman Luke ran out and captured it. Last night the engineers and firemen located at Washington, Ind., had a banquet at which the turkey was eaten.

Yesterday a special train of five privat cars came in over the Big Four's Chicago division and went South via Greensburg and North Vernon, then over the Baltimore & Ohio Southwestern to Louisville. There were on board this train Stuyvesant Fish, president; J. T. Harhahan, second vice president of the Illinois Central, and a number of capitalists interested in the Illinois Central. Their visit to Louisville in looked upon as having much significance and may lead to the purchase by the Illinois Central of certain lines north of

the Ohio river. The Railroad Young Men's Christian As-sociation at Elkhart, Ind., some years ago erected a building on the grounds of ago erected a building on the grounds of the L. S. & M. S. Company, at a point quite convenient for the men. The com-pany gives the use of the ground for a pany gives the use of the ground for a term of years, but the association has car-ried quite a debt on the building. In con-sequence of well directed efforts during the past two or three years this debt has been reduced until last week only \$100 renained. New baths have been put in bintly by the association and the company, usually prosperous condition.

usually prosperous condition.

H. B. Hammond, president of the Indianapolis, Decatur & Western, has one of the largest and most complete railway libraries in the country, and it is said in England there are but few if any more complete. It cost Mr. Hammond over \$15,000 and comprises the principal works on the construction and operation of railways in this country and in Europe, there beng 750 yolumes, also an extensive collection of law books, numbering five hundred, chiefly law books, numbering five hundred, chiefly relating to the laws governing railroads, interstate commissions, corporations, etc. Mr. Hammond, being paralyzed and perfectly blind, in all probability the library will soon be sold.

Consideration for Employes.

To the Editor of the Indianapolis Journal: As each new year approaches, the general managers of the railway lines take up the question of "free transportation." complimentary and otherwise, not forgetting to include for exclusion of their employes. Certainly they cannot suppose the cutting off of this courtesy will bring the employer and employed into closer and more friendly intercourse, nor add to revenues of the roads. Not long since-Sept. 1, of the dead year 1891-at the opening of the new Grand Union Station, at St. Louis, President Ingalis, of the C., C., C. & St. I., in his address, spoke very pointedly upon the necessity of a closer relation of the companies with their employes. Their interests being mutual, the cultivation by

means to the prevention of disturbances of the character which we have recently passed through. I regret not having a copy of the gentleman's address, to which I might refer, but, if my memory be not at fault, he spoke of the treatment of minor employees by the discountry. employes by the officers in charge of the several departments, advancing some suggestions which, if put into practical effect would, in my opinion, do much towards bringing about the condition of affairs albringing about the condition of affairs alluded to. Yet, although Mr. Ingalls was addressing an audience made up largely from men occupying similar positions to himself, or immediately subordinate thereto, the views then promulgated have been held in abeyance, if not altogether lost sight of. I have been in the railway service a number of years, and am at present under Mr. Ingalls, and I believe his theory is the correct one, and its practical enis the correct one, and its practical en-forcement would. I apprehend, bring the results he anticipated in his remarks.

This brings me back to the question of 'free transportation." Any one at all famillar with the management of railway lines is aware that the abuses of the free pass system do not lay at the door of the employe; true, there are unscrupulous men in the ranks, as in other walks of life,

but for the sins of these few shall the great army of honest, hard-working men and their families be shut off? In fact, it is an incentive, or, if you like, perquisite, and without it few, indeed, of the many employed in the service of railway lines would be able to visit relatives and friends, or enjoy a brief vacation from home. The president or general manager is hauled in his private car, over any portion of the his private car, over any portion of the country, on business or pleasure, and not only is this service free, but also the cuisine and servants are paid for and vouchered as "personal expenses," and justly so, too, for the duties and cares of an officer of this rank are constant and weighty, fatiguing the physical and wear-ing upon the mental faculties. So, also, are the duties of the humblest employe within his sphere. Why not, then, encourage and gladden his heart with an occasional "free pass" for himself and family? rendering him at once more loyal and better con-

To cultivate a spirit of loyalty among employes to the company whom they serve is to build up a service more nearly perfect, where strikes or like disturbances find no place. In order to assure the loyalty of the great body of men who do service upon our railways the officers intrusted with their physical operations should be men of practical experience, good judgment, just in dealing with their employes, and, above all, devoid of anything like favoritism. In this connection, since it has ecome the rule to examine each applicant for position, why not apply it to all di-vision officers as well? All companies re-quire detailed reports of accidents, how-ever trivial, and each division officer of the everal departments conducts an investigation and sits in judgment upon the careless or unfortunate employe. Then why should not the general manager require that heads of departments shall not only make reports, as is now customary, of the case, but annually call them "on to the red carpet," as they call the men "onto the green," and examine them as to their fitness for the general positions that fitness for the several positions they occu-py? Especially calling for all original pa-pers in cases of severe discipline or dismissals. I am aware that a report is required by and made upon many roads, but am also aware that original papers are not infrequently filed or pigeonholed. The gentleman whose name I have quoted is regarded as one of the kindest and most considerate of officials, and investigates for himself all personal appeals; but the large number of men under his control renders it impossible to personally conduct investigations of complaints from employes, Still, I think it would be wise executive and general managers to look carefully into the character and standing of their staff, with a view to promoting a better feeling of loyalty and security among those who constitute the rank and file of the great army of railway men, which, once secured and retained, assures immunity from strikes, and, at the same time, obtains the highest perfection of service, which, of itself, is a condition worthy of aspiration, and brings the lines into popular favor with the public, I am not now, nor have I ever been, connected with the labor societies, but I know sufficient of them to be aware that they sprung from what may be termed "per-sonal injustice." I am also aware that the recent Debs strike has not destroyed the power of organized labor; on the other hand, it has sufficed to show them their weakness, and there is, I fear, a deep un-dercurrent of unrest prevailing the differdercurrent of unrest prevaiing the different orders, and will eventually break out in a much more disastrous form than that of the A. R. U., "Eternal vigilance is the price of liberty," therefore, throw around the property you administer every safeguard against a day of evil, not now visble, but both possible and probable in the

Indianapolis, Jan. 10. PERSONAL AND SOCIETY.

Mr. James W. Morris has gone to Philadelphia for a short time. Miss Carrie Dunn left, yesterday, for Cincinnati, where she will spend several weeks with friends. Miss Hattie H. Clevenger, of this city, will graduate from the Chicago School Elocution next week. Mrs. I. N. Walker entertained a nun of friends, informally, yesterday after-noon, with a thimble party, in honor of

her daughter, Mrs. William E. Sharpe, of Mr. B. D. Walcott will return, to-day, from New York Mills, N. Y., accompanied by his mother, Mrs. William D. Walcott, who comes for an extended visit to her sons and their families.

The marriage of Mayor John S. Shannon, of Alexandria, and Miss Margaret Lathrop, a society young woman of Greensburg, has been announced to take place at the home of the bride in Greensburg next Wednes-

Auditor of State and Mrs. J. O. Henderson entertained the State officers and their wives at dinner, last evening, at their home on North Pennsylvania street. The appointments were in pink and pink roses were the flowers used. This evening, Mr. and Mrs. Henderson will entertain the judges of the Supreme and Appellate Courts and their wives in a similar man-

Mrs. Horace Wood was the hostess for a luncheon, yesterday, which she gave in honor of Mrs. Oliver Brumbach, of Toledo table decorations were mermet roses and pink embroideries. At each cover was a pink satin ribbon with the guest's name in gold, surrounded with an empire design. The company included Mrs. Simeon Carey, Mrs. W. H. Coleman, Mrs. Charles H. Wood, Mrs. F. W. Morrison, Mrs. O. G. Plaff, Mrs. George N. Catterson, Mrs. Harry E. Drew, Mrs. W. M. Husbands and Mrs. T. H. Noonan.

Mrs. Martha Strickland, lecturer and an Mrs. Martha Strickland, lecturer and author on parliamentary usage and parliamentary law, formerly a practicing attorney at the Detroit bar, is the guest of Mrs. Sewall, No. 343 North Pennsylvania street. Saturday afternoon, at 3 o'clock, Mrs. Strickland will give a general talk on parliamentary usage in women's clubs, Mrs. Sewall has invited the presidents of all the organizations belonging to the Local Council, with any members of such organizations who are interested in the subganizations who are interested in the subject under discussion, to attend the lecture and the informal reception which will fol-low, from 4 till 5 o'clock. No invitations have been issued, as Mrs. Sewall desires all women interested in the subject to feel assured that they will be welcome guests.

MRS. ARENS'S RECEPTION. Mrs. F. X. Arens gave a reception, yesterday afternoon, at her home, on Chrispointed home was embellished with vases of pink roses and a few palms tastefully placed. In the dining room the adornment was in white and green. Over the cloth was white mull laid in graceful folds and scattered over its length were Bermuda lilles and fermosa ferns. The chandelier was festooned with smilax. Coffee and ices were served by the assisting ladies. Among those who helped Mrs Arens were Mrs. F. E. Dewhurst, Mrs. Charles Foster, Mrs. Richard Talbott, Miss Louise Schrader, Miss Josephine Robinson, Miss Elizabeth Ryan, Miss Hollweg and guest, Miss Von Starkloff. Miss Tyeodosia Hadley, Miss Harriet Fox, Miss Elizabeth Ketcham and Miss Lillie Reese. Those who were in the dining room wore gowns of white or white and green to harmonize with the decoraand green to harmonize with the decora-tions. In the evening, Mr. and Mrs. Arens, assisted by Mr. and Mrs. Milburn, enter-tained the Choral Union, of which Mr. Arens is the director. During the evening there were some fine musical numbers. Miss Louise Schrader sang an aria from "Der Freischutz." with 'cello accompaniment by Mr. Schliewen; Mr. Oliver Willard Pierce played one of Schubert's impromp-tus; Miss Elizabeth Ryan sang a selection from the "Chimes of Normandy," with chorus accompaniment, and there were other numbers by Miss Robinson, Mrs.

Raschig, Mr. Dochez and others and by the Choral Union. LOVE-SMITH. Special to the Indianapolis Journal.

MUNCIE, Ind., Jan. 10.-The marriage of John H. Love, jr., and Miss Bertha Louise Smith, at noon to-day, was one of the most fashionable ever celebrated in Muncie. Rev. F. H. Hays performed the officials of a more loyal feeling among ring service at the new Presbyterian Hood's Pills are hand made and perfect the employes, was highly important as a Church. Five hundred invited guests were in proportion and appearance. 25c.

present. A wedding breakfast was served at the home of the bride's parents. The couple left, this evening, for Cincinnati and other Eastern cities Then go to New and other Eastern cities Then go to New York, where they will reside on Forty-eighth street in a home that awaits the bride. The maid of honor was Miss Winifred Smith, sister of the bride, and the best man was Mr. James Cole, of Natchez, Miss, The bridesmalds were: Miss May Thompson, Edinburg; Miss Nema Whitcomb, Indianapolis; Miss Bright Armstrong, of Camden; Miss Anna Goddard, Muncie, and Misses Emma, Lou and Edith Love, Muncie, sisters of the groom. The Love, Muncie, sisters of the groom. The ushers were W. M. Ricke, of Paducah, Ky.; F. M. Cunningham, of Chicago; Mr. McCabe, of New York; G. H. Warnekam, of Berlin, Germany, Edward Ball and Harry Streeter, Muncie, The bride wore an appris Harry Streeter, Muncie. The bride wore an empire gown of white satin and pearls with wide plete en train. Clarence Carson played the wedding march upon the pipe organ. Relatives and friends from Cincinnati, Indianapolis, Chicago, Cleveland, Bluffton and other cities were present. A grand reception arranged for this evening was withdrawn because of the death of a relative of the groom. The bride is the second daughter of J. H. Smith, the manufacturer Mr. Low's parents reside here facturer. Mr. Love's parents reside here, but he is engaged as traveling salesman for a New York importing dress goods house.

ELKHART WEDDINGS. Special to the Indianapolis Journal. ELKHART, Ind., Jan. 10.-The wedding of Norman Zirse, a young business man of Janesville, Wis., and Miss Georgia Shufflebotham, a society young woman of this city, took place at the home of the bride's parents to-day, at 10 o'clock, Rev. S. C. Fulmer, of the First Baptist Church, offi-Delbert M. Bower and Miss Mary Yoder, of this city, were married at the home of the bride's parents last evening, Rev. Yoder officiating.

SEARING-BEEM. Special to the Indianapolis Journal. SPENCER, Ind., Jan. 10.-The marriage of Rev. Elbert Robb Searing, of West Indianapolis, and Miss Minnie Montrose Beem, was solemnized this evening at the home of the bride's parents, Mr. and Mrs. David E. Beem, on West Hillside avenue, in this city, Miss Hettie Joslyn, of Indianapolis, and Miss Edna, Fowler, of this city, were maids of honor, and little Morna Hickam was flower girl. Rev. W. S. Rader, of the

M. E. Church, officiated in the Episcopal marriage service. MATTHEWS-MARLOW. Special to the Indianapolis Journal. GREENSBURG, Ind., Jan. 10 .- Marvin Matthews and Miss Sadie R. Marlow were married this evening, at 8 o'clock, at Adams, Rev. Keys officiating. The groom is trustee of Adams township, and is forty-eight years old. The bride is sixteen, and they will make their home in Adams, where the groom has furnished a house

where the groot for the occasion. NADING-GARLAND. Special to the Indianapolis Journal. ELWOOD, Ind., Jan. 10 .- Last evening, at the home of policeman Charles Sturgeon, Mr. Elmer Nading, a member of the police force, and Miss Ida Garland, a highly ac-complished young lady of this city, were married. Rev. T. M. Guild, of the First M. E. Church, officiated.

State Board of Charities Meeting. Secretary Bicknell, of the State Board of Charities, and Rev. Father Gavisk went to Fort Wayne yesterday to confer with the committee having in charge the annual convention of the next charity conference, which meets some time in April, at a date to be determined by this committee. other members of the committee are Alexander Johnson, superintendent of the Fort Wayne School for Feeble Minded Children; E. A. K. Hackett and James E.

A Coustable Under Arrest. Constable William Cook, of Justice Lockman's court, is under bond to appear before Justice Nickerson Jan. 16 to answer to the charge of assault and battery preferred by N. E. Beard, of 33 South State avenue. Cook went to Beard's house to serve a writ of replevin issued at the instance of the People's Outfitting Company, who had sold Beard a bookcase on payments. Cook says Beard wanted to fight and it was necessary to knock him down to secure the property.

Pure Food Exhibit.

The Retail Merchants' Association of this city has made a contract with Rawsin & Smith, of Cincinnati, for a pure food exhibit to be given in this city at Tomlinson Hall about March 25, and to last two weeks. The manufacturers are to furnish the material for the exhibition, which is to resemble the pure food exhibit at the world's fair. The cost of establishing such an exhibit will be about \$5,000.

Will Have a Society Circus. A "society circus" will be the next fad to stir the breasts of the local four hundred. It is proposed to give a genuine circus in the Cyclorama building, which is now being prepared for the purpose, with well-known people for ring masters, clowns and riders. There will be six evening performances and a matinee, beginning Monday, the six proposed in the six evening performances and a matinee, beginning Monday, the six proposed in the six proposed to give a genuine circusters in the cyclorama building.

Incorporated Yesterday. Articles of incorporation were yesterday filed with the Secretary of State as follows: Indiana State Board of Commerce, George W. Steele, president: Tipton Telephone Company, capital stock, \$10,000.

A Little Like Our Hunt Club.

Chicago Dispatch. We feel that we would be derelict in ou duty if we failed to keep our readers fully advised of the latest developments in the highest social carcles of the metropolis, George Gould celebrated the new year by giving a stag party—not the regulation masculine stag party known to rounders, but a genuine deer hunt. For this event Mr. Gould borrowed a farm over in New Jersey. He also borrowed a pack of fox hounds. He imported a dozen pretty red coats and a red stag. The stag became seasick during his three thousand-mile journey and his feet became so tender that he could only hobble about painfully. But that did not interfere with the hunt. The horses were brought out and the stag was turned loose. The fox hounds were "sicked" on him and away went the gay nunters. At the first fence one lad was thrown and severely injured and George himself, in tearing down a barbwire fence to make a passage for his noble animal, tore his pretty red coat to tatters. But no matter. The hint would have been a howling success, anyway, if the deer and the dogs only had acted right, but they didn't come up to the specifications and expectations. In fact, the stag "flunked." After trotting a mile or so he grew tired or disgusted, or both, and quit. When the cavalcade came upon him later he was lying down, contentedly chewing his cud, while the hounds were sporting gayly about the down, contentedly chewing his cud, while the hounds were sporting gayly about the wood chasing chipmunks and baying at bluejays. Triumphantly the stag was picked up and carried back to the starting point. The festivities ended, of course, with a grand hunt ball in the evening. Barring the loss of a couple of hounds, the whole event was voted a great success.

But it will not be repeated this year.

A Story About Thurber.

Washington Post.

There are more stories told about Private Secretary Thurber than about any other man perhaps in public life. His adoration for his chief, Mr. Cleveland, is the source of scores of ludicrous and sarcastic yarns. He is used as a legitimate butt for practical jokes and fun. He is naturally very proud of his position and has been heard to boast that he has a constituency of seventy millions of people. It was really cruel for a ions of people. It was really cruel for a newspaper man to wound Mr. Thurber's pride the other evening as he did after this fashion: Mr. Thurber met the newspaper man in an up-town hotel and in his usual friendly manner rushed up and grasped the riendly manner rushed up and grasped the latter by the hand.

"Ah." said the correspondent, "how are you? I think I recognize your face. Oh, yes, you are Mr.—Mr.—Mr.—Oh, why can't I think of your name. You are Mr.—Mr.—Mr.—Mr.—Oh what is that man's name. Oh, yes, to Mr. Cleveland. You are private secretary to Mr. Cleveland, and your name is —let me see—Oh, yes, your name is—Ithurber, Mr. Thurber, why how do you do?"

It is needless to say that that particular correspondent does not call at Mr. Thurber's office to get what the latter calls "any little news item" for his paper.

Pleasant Theatrical Notice New York Tribune.

Mrs. Tanqueray, kindly escorted by those eminent friends of virtue, Mr. and Mrs. Kendal, arrived in town last night, and during the present week persons desirous of knowing the possible results of marriage between a blackguard and a courtesan can suage their curiosity by a visit to Abbey's Theater.

The most remarkable cures of scrofula on record have been accomplished by Hood's Sarsaparilla. This medicine is unequalled for diseases of the blood. Take

SOME QUEER VAGARIES

JOSEPH NIMMO REPLIES TO CARROL D. WRIGHT'S OUTGIVINGS.

He Thinks Railway Pooling Not Socialism, but Government Regulation of Wages Certainly Is.

Washington Letter in New York Tribune.

In a paper recently read before the American Economic Association by Carrell D. Wright, chief of the Department of Labor and superintendent of the Eleventh Census, on the transportation question, that official made some statements as to the socialistic tendencies of the railroad pooling bill and other matters relating to railroad transportation which in some quarters are regarded as decidedly sensational. Among those who criticise Colonel Wright most severely is Joseph Nimmo, jr., whose study of the railroad problem for more than forty years qualifies him to speak with authority on the subject. Mr. Nimmo said to-day: I am astonished that a man of Colonel Wright's experience should so express himself upon a subject which he has never investigated and which he does not understand. Socialism! Why pooling, so-called, or, more properly speaking, the apportionment of competitive traffic, is the very antithesis of socialism. It is both ostensibly and actually an attempt by the railroads at self-government. It repels the very idea of State interference. It is strictly analogous to trades unionism. The trades union is a method of collective bargaining for its constituency. Instead of acting separately and cutting each others' throats in the struggle of competition, laborers associate themselves together in a union and thus protect themselves against themselves. This is just and commendable. In a word, they regulate competition among themselves through association. The time came when the laborer saw, as the whole world now sees, that competition instead of being the life of trade may as truly be the death of trade. The forces of the age have become so intense that competitors destroy each other unless competition is regulated through association. That drove laborers to trades unions. Well, that is just what the lessons of experience have forced the railroads to. Their restricted competition led to the destruction of railroad properties, to many unjust discriminations and to commercial disorder. Independent rate-making set the commerce of this country in confusion. That is indisputable history.

So the interstate commerce act is based upon the developed necessity for agreements among railroad companies as to rates. Furthermore, that act provides that agreed rates shall not be raised or lowered without due notice. In a word, necessity made a law, and the lawmaker acknowledged that law of necessity. Such law has been proved by the stern lessons of experience to be the soundest and most beneficent sort of statute law. But the companies and the commercial classes also realized, as the result of a long and rough experience, that competitive rate agreements cannot be maintained until another other unless competition is regulated experience, that competitive rate agres ments cannot be maintained until another step is taken, and that is to agree as to the share of the competitive traffic which each sall secure. In the absence of such agreements rate-cutting continued in the many and abominable forms and the old trouble of unjust discrimination and commercial disorder constantly broke forth. Thus the lawmaker has been forced to recognize the beneficence of this second law of self-control developed by experience and that is what is erroneously termed "pooling."

ience and that is what is erroneously termed "pooling."

So self-control expresses itself first in the rate agreement and second in the agreements as to the share of the traffic which each competitor shall secure. This prevents the weak companies from being crowded to the wall. It also prevents the larger shippers from getting better rates than the small shippers, and it prevents unjust discriminations and that disorder which an unrestrained competition invariably produces. Experience also proves that it does not prevent the gradual fall of it does not prevent the gradual fall of rates under the overpowering influence of commercial competition, which always holds the railroads down, for the tendency of rates has been constantly downward during the last thirty years. TEACHINGS OF EXPERIENCE.

All this is self government taught by the essons of experience, and, as I said, it is the very anthesis of State control or State socialism. This is not theory nor the deduction of theory. It has rebuked all sorts of a priori reasoning. It is simply the dearly bought teachings of experience. The men in public life who have been forced to these conclusions as to the conduct of transportation have come to it by conformity to Mr. Gladstone's rule of "submitting themselves to the lessons of experience." The Hon. John H. Reagan, of Texas, for many years a Representative in Congress and a Senator of the United States, vigorously opposed agreements as to the apportionment of traffic. He was the author of the anti-pooling clause. But after he became a rairoad commissioner of the State of Texas he discovered his mistake and, honest man that he is, confessed it. Many other men in public life have gone through the same experience. have gone through the same experience. I carefully observed the practical workings I carefully observed the practical workings of pooling for ten years before, as an officer of the government, I indorsed it. I am astonished beyond measure that Colonel Wright should have expressed himself so freely upon the subject. I have known him for many years and I know perfectly well that he has never investigated the great transportation question of this country and that he has never contributed an idea to its solution. I say this with regret for my personal relations with him have always been pleasant.

Colonel Wright goes on to say that this bill "is demanded at the instance of the shippers and the railroads of the country." Well, that, I think, is a pretty good combination and a pretty loud demand. It represents the two sides—the transporter and the general public. The principal boards of trade favor the bill, and have for years favored the principle involved in it. Then Colonel Wright says: "Its passage is being aided by a powerful lobby." Now, I don't believe there is any foundation whatever for that assertion, and I don't believe anything could be general. ever for that assertion, and I don't believe anything could be gained in Congress in that way. I know the able men of influence who have promoted the passage of this bill in the House of Representatives, where it passed by a majority of fifty-six, and the men who favor it in the Senate, and I don't believe that honester or truer men walk the face of God's footstool. Colonel walk the face of God's footstool. Colonel Wright's words cast a reflection upon those gentlemen which I believe to be unjust. Nevertheless, he declares that the bill pending in the Senate is "State socialism pure and simple." That I emphatically declare to be nonsense "pure and simple." I know the gentlemen in Congress who have discussed this bill and their predecessors who have considered similar bills during the last fifteen years. I know they have have considered similar bills during last fifteen years. I know they have considered similar bills during the last fifteen years. I know they have studied the subject laboriously and considered it conscientiously and with a sincere desire to do their duty. During these years I have aided some of them officially and unofficially in their investigations. I feel confident that if Colonel Wright's essertion that the pending bill is "State socialism pure and simple" were brought to their attention their reply to him would be: "If that is so we are a very stupid lot of men. that is so we are a very stupid lot of men, or you are talking nonsense."

ABSURDITIES EXPOSED. Then Colonel Wright says: "The till provides for a great trust, with the government of the United States as the trustee.' This is not only untrue, but it is ridiculous. individualsm on the basis of self-restraint against practices which are immoral and detrimental to the public interests, and it provides for no sort of government trusteeship or any guardianship whatever except such protection as the government is bound to extend to every individual—the funda-mental object of popular government. Col-onel Wright next characterizes the Interonel Wright next characterizes the Inter-state commerce act as "a great and pow-erful wedge of State socialism." That caps the very climax of absurdities. The whole purpose and intent of that law is in the opposite direction. It is, as I have stated, built upon certain developed neces-sities in the nature of self-restraint. The Interstate Commerce Commission has no administrative function as to the marage-ment of the railroads. Its main functions are those of investigator and public prosement of the railroads. Its main functions are those of investigator and public prosecutor. It also has certain mediatorial and advisory duties, which constitute ninetenths of its work, and in this it has achieved great success. If the distinguished statesmen who framed the interstate commerce act shall learn that Colonel Wright calls it a "great and accorded to the commerce act shall learn that Colonel wight calls it a "great and accorded to the commerce act shall learn that Colonel wight calls it as "great and accorded to the control of the colone of the Wright calls it a "great and powerful (?) wedge of State socialism," they will certainly conclude that either they do not or that Colonel Wright does not understand what the expression "State socialism"

Colonel Wright says that the final blow which shall drive our railroad system into State socialism "will come at the instance of business interests and not of labor."

COPY OF STATEMENT OF THE CONDITION

- OF THE -

ETNA INSURANCE COMPANY

On the 31st day of December, 1894. Located at Hartford, Connecticut.

WILLIAM B. CLARE, President. W. H. KING, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Real estate, unincumbered
Loaned on bond and mortgage
Loaned on bond and mortgage
Loaned on bond and mortgage
Second of the seco LIABILITIES. Losses adjusted and not due \$91,529.75
Losses unadjusted in suspense, waiting for further proof 294,784.01
All other claims against the company, for retarn premiums, commissions, etc. 152,259.97
Amount necessary to reinsure outstanding risks. 3111,895.36 

COPY OF STATEMENT OF THE CONDITION

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1894, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL ] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 9th day of January, 1895.

CITIZENS' INSURANCE

On the 31st day of December, 1894. Located at Fourth and Olive streets, St. Louis, Mo. J. B. M. KEHLOR, President. JNO. P. HARRISON, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand, and in hands of agents or other persons.

Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts for premiums.

All other securities. 155,100.00 Losses unadjusted and not due...
Losses unadjusted
Losses in suspense, waiting for further proof.
All other claims against the company.
Amount necessary to remsure outstanding risks.

Tetal liabilities. State of Indians, Office of Auditor of State:

I. the undersigned. Auditor of State of the State of Indians, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the Sist day of December, 1894 as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunte subscribe my name and affix my official seal, this 10th day of January, 1895.

J. O. HENDERSON, Auditor of State.

Well, the needs of the business interests of the world have for a long time been regarded as being in the line of safety and progress, and, besides, business enterprise has and always must precede the employment of labor. Labor is to-day anxiously waiting on business. The two things are inseparable. The thought that the "business of the country" tends to State socialism appears to me very much like an after-CHICAGO AND RETURN

Again, Colonel Wright declares that the

bogus labor organization to force railroad

bogus labor organization to force rallroad employes and railroad managers and the general public to actively "sympathize" with the employes of a certain car-building establishment, who had gone on a strike while receiving in all about \$7,000 a day, or an average of \$2.03 a day, on steady work, who, at the same time, had \$422,834 in a savings bank and who refused to

in a savings bank, and who refused to consider indubitable evidence offered to

them that the wages they were receiving

enemies? But look a little further down. Why, the Colonel suddenly takes a backward somersault. He says: "It is the right and duty of the government to prevent the interruption of interstate commerce and the obstruction of the mails." That is just what the government did. How then could the insurrection of July last have been "a revolution in the interest of the public welfare?" And then, after all this tirade about the railroad stockholders and the shippers and the "business" of the country and the lawmakers rushing toward the vortex of State socialism, what has he

and the shippers and the "business" of the country and the lawmakers rushing toward the vortex of State socialism, what has he to propose as a remedy against such a catastrophe? Why, he proposes that the government shall "by its own machinery" regulate wages paid to railroad employes, that the government shall regulate wage, contracts, and that "the government ought to have a voice in making the terms and adjusting the conditions of the employment of railroad employes," and he adds that this "would give the railroad employes the status of quasi public servants." That is strange talk for a man who began his speech by accusing others of the offense of rushing into State socialism.

Some one has observed that "the hair of the dog may be good for the bite, but not the whole dog." Colonel Wright recommends the whole dog. His plan makes the government responsible for the commercial welfare of the country. If this is not State socialism, what in the name of sense is it? Besides, it is sheer "Populism," and Colonel Wright's very peculiar notions have been drawing him steadily in that direction for some time. His remedy is the very antithesis of that sturdy Americanism expressed by Thomas Jefferson in his first message to Congress in the following noble words:

"Agriculture, manufactures, commerce

"Agriculture, manufactures, and navigation, the four pillars of our pros-

most free to individual enterprise."

That is the cardinal doctrine of my political faith. If Colonel Wright's expressions were the utterance of a citizen in private life, I would regard them as the idle vaporings of a seeker after public notice, but, coming, as they do, from the chief of the important Department of Labor of the l'nited States, they have a serious aspect. I would not thus voice my opinion in regard to these utterances but for the fact that they relate to a matter to which I have devoted almost a life study, a study which, from the force of my personal inclinations, I intend to pursue as long as I shall live. So I have no hesitancy in speaking as I do or in saying that I regard Col. Wright's statement from beginning to end as not only ridiculous, but mischlevous.

LOOTED BY WRECKERS.

How the Hull of the Kenrsarge Is

Being Despoiled.

A story of the manner in which the hulk of the historic old Kearsarge, now whitening on Roncador reef, is being despotled by Caribbean sea wreckers, and of the awkward predleament of two of them who were at work upon her, is told by Mate Schwolow, of the schooner Frank M. Noyes, which arrived from San Andreas with co-coanuts for Dix & Wilkens.

On Oct. 28, he says, while outward bound from Baltimore, the Noyes stood close into the Kearsarge's wreck. To the surprise of all on board a white flag was seen fluttering from the bones of the gallant old corvette, and soon after a small boat was seen pulling off from her. Capt. Asquini ordered the Noyes hove to and in a few minutes she was boarded by two bearded wreckers, who

the Noyes hove to and in a few minutes she was boarded by two bearded wreckers, who said they belonged to one of the Cavman group of islands.

They told Capt. Asquint they had been landed on the reefs about the Kearsarge on Aug. 1 by a small schooner, which was to call for them in a couple of weeks. As soon as they had settled themselves they began work on the Kearsarge. In a short while they had secured 600 pounds of copper and about two hundred pounds of copper and about two hundred pounds of copper bolts. This was all of value they could secure, so they settled down to wait for the schooner that was to take them and their plunder away.

When they were landed on the reef they had a fairly good supply of provisions, August passed, and with its going their food and matches went. September came and went and October had almost gone when

'Agriculture, manufactures,

perity, are the most thriving when most free to individual enterprise."

National: Cycling: Exhibition ism appears to me very much like an after dinner sentiment, to be taken cum grano All that Colonel Wright has to say about the attitude to place the railroads under government patronage for the purpose of securing dividends is without the slightest foundation. Nobody has ever suggested such an idea, nor would the proposition be Tickets will be sold Jan. 4 to 12, good re-turning until Jan. 15, at rate of one and one-third fare for the round trip on the certificate plan.

entertained for a moment by the American Leaving Indianapolis daily at 11 a. m. and 11:20 p. m. Arriving at Chicago 5 p. m. and 7:30 a. m. Buffet parlor car on day train and Pullman sleeping car on night train starting from Indianapolis, and can be occupied by passengers as early as 8:30 p. m.

Ticket offices, 48 West Washington street, 46 Jackson Place, and Union station.

GEORGE E. ROCKWELL, Chicago strike was "a revolution probably in the interest of the public welfare," and then he proceeds to make a sort of apology for the strikers. Does not Colonel Wright perfectly well know that the insurrection which suggested the comments surrection which suspended the commerce of two-thirds of the area of this country a larger commerce than was suspended by the war of the rebellion in 1861—had its origin in no complaint on the part of rail-road employes, and in no act on the part of any railroad manager, but that it had its origin solely in the attempt of a certain District Passenger Agent.

OCEAN STEAMERS. NASSAU, CUBA, MEXICO. The Gems of the Tropics.

AS FOLLOWS:
Havaua, Cuba, every Wednesday and Saturday.
Tampico, Vera Cruz and Mexican ports,
turday. Nassau. N. P., Santiago and Ciencerery other Thursday. These tours, and
combinations, offer unrivaled attractions to
cts. Steamers have electric lights, electric
balls, all modern improvements and an unexcelled
cuisine. Nassau has the best Hotel in the West
Indies, and cable communication with the United
States. Excursion ickets, \$60 and upwards,
All particulars and beautifully filmstrated descriptive books sent free. Apply to JAMES E. WARD
& CO. Agts., 113 Wall St., N. Y. exceeded the prices received for the prod-uct of their labor during a terrible period of business depression? Or will Colonel Wright deny that Debs and his associates ordered railroad hands to refuse to haul United States troops and to "tie up" the commerce of more than half the area of the United States? And will he pretend to say that Debs and his associates have not been justly sent to prison as public enemies? But look a little further down. Why the Colonel suddenly takes a back-

EDUCATIONAL. GOOD POSITIONS SECURED By our graduates. Many of the most successful men and women in the State attended this in titution. Now is the time to enter. Day or Night School.

BRYANT & STRATTON BUSINESS UNIVERSITY

the Noyes was sighted, and, in a measure, ended their distress.

For nearly two months the two men had lived on raw fish. They had no matches with which to kindle a fire, although the Kearsarge offered them her dry timbers for the blaze. Neither had they salt with which to flavor their raw fish. One of the men had a piece of sail cloth in his mouth which he said he had been chewing eighteen days in place of tobacco.

Capt. Asquini supplied the men with all that was necessary to sustain them for some time to come. They would not leave the reef, for they did not want to abandon their copper treasure. They appreciated the Noyes was sighted, and, in a measure,

their copper treasure. They appreciated Capt. Asquini's kindness, and to show it they wished to return to the wreck and take back to him some mementoes of the famous craft. A favoring wind made Capt. Asquini decline their offer, and soon the Noyes filled her sails and sped off towards San Andreas. Cardinal Gibbons's Policy. Rev. John Talbot Smith, in Donahoe's

Magazine.

In the last ten years events have crowded upon us. The founding of a university, the rise of race troubles, the change of educational theories, the arrival of Monsignor Satolli, the renewed activity of bigots, and many minor problems have presented themselves for solution. It has been a time for leaders to talk little and act often. Cardinal Gilbons has followed this policy and seems to have gained by it. In some questions he has followed the middle course; in a few his sentiments have been promptly made known; in many he has been silent made known; in many he has been silent through fear of being misunderstood; but at no time have prelates or people been ignorant of his sympathles. He has developed into a diplomate. No mane could hold his position at the present moment without diplomacy. In his public utterances wa miss the frankness of earlier days while unable to find fault with its absence. A cardinal cannot talk as freely as a laborer, unless the subject be ditches.

Dr. Price's Cream Baking Powder World's Fair Highest Medal and Diploma.

TATE AND TATABLES.

and all mothers who are nursing babies derive great benefit from Scott's Emulsion. This preparation serves two purposes. It gives vital strength to mothers and also enriches their milk and

thus makes their babies thrive. Scott's Emulsion

is a constructive food that promotes the making of healthy tissue and bone. It is a wonderful remedy for Emaciation, General Debility, Throat and Lung Complaints, Coughs, Colds, Anaemia, Scrofula and Wasting Diseases of Children.
Send for Pamphlet on Scott's Emulsion. Rec.

Scott & Bowne, N.Y. Ait Druggists. 50c. and 61